

## **AMENDMENTS TO THE SPECIFICATION:**

Please amend the specification as follows:

Page 9, please replace the last paragraph bridging page 10 with the following new paragraph:

A gateway ECU 15 and the navigation ECU 11 are connected so as to be able to communicate with each other via a network (e.g., LAN (Local Area Network)) built in the vehicle 10. The gateway ECU 15 is a computer mainly including a CPU, ROM RAM and the like. The gateway ECU 15 is connected to an engine ECU 16, a meter ECU 17, a door ECU 18, a body ECU 19 and the like so as to be able to communicate with the ECUs 16, 17, 18 and 19 via the network built in the vehicle 10. Each of the ECUs 16, 17, 18 and 19 is a computer mainly including a CPU, ROM and RAM. Other than the ECUs 16, 17, 18 and 19, various ECUs are mounted in the vehicle 10. In the embodiment, however, description will be made, taking the ECUs 16, 17, 18 and 19 as examples.

Page 11, please replace the third paragraph with the following new paragraph:

A user information database 24, an abnormality countermeasure database 25, an automobile dealer information database 26 and a history information database [[17]] 27 are built in the center 20. The databases 24, 25, 26 and 27 are connected to the network (e.g., LAN) built in the center 20, and is accessible from the control device 21.

Page 22, please replace the first paragraph with the following new paragraph:

Then, the process returns to the flowchart in FIGS. 4A to 4C. After the "abnormality notification preparing routine" is performed in step C14, step C15 is performed. In step C15, the control device 21 transmits the abnormality notification

prepared in step C14 to the vehicle 10. Namely, the control device 21 transmits the abnormality notification to the vehicle 10 via the communication device 23 and the transmission site 70 connected to the network 60. In this transmission, the control device 21 can check the time at which the abnormality notification stored in the automobile dealer information database 26 may be transmitted, and then transmit the abnormality notification. In this case, the control device 21 transmits the abnormality notification to the vehicle 10 at the transmission time set in advance. Accordingly, for example, when the user designates the abnormality notification transmission time and notifies the automobile dealer of the designated time in advance, the user can receive the abnormality notification at the designated time. Therefore, the user can suitably receive the abnormality notification.

Page 24, please replace the last paragraph with the following new paragraph:

When the above-mentioned conditions (a) and (b) are satisfied, the control device 21 of the center 20 incorporates the command into an advertisement or the like, and transmits it to the vehicle 10. When the touch operation of the operation button is performed by the user, the navigation ECU 11 and the gateway ECU 15 perform after-mentioned step S20 and the following steps. Thus, even when the touch operation of a reservation button 42b 13b is not performed by the user, the center 20 and the automobile dealer can obtain the failure information (diagnostic information) required for servicing. Even in this case, it is obvious that the touch operation by the user can be performed only when the vehicle is stopped.

Page 29, replace the first paragraph with the following new paragraph:

When the vehicle is placed in the automobile dealer for servicing, a failure information obtaining device (diagnostic tool) may be connected to the network built in the vehicle, and the diagnostic information may be collected by the failure information obtaining device. At this time, the output request signal output from the failure information obtaining device to each of the ECUs 16, 17, 18 and 19 is the same as the output request signal output from the gateway ~~signal 15~~ ECU 15 (or the failure information transmission request transmitted from the center 20). Therefore, each of the ECUs 16, 17, 18 and 19 outputs the diagnostic information stored in the RAM thereof to the network.

Page 32, please replace the last paragraph bridging page 33 with the following new paragraph:

In step S203, the navigation ECU 11 determines whether the command can be recognized. When the request command itself transmitted from the center 20 is the information which cannot be recognized by the navigation ECU 11 (undefined information), the navigation ECU 11 makes an affirmative a negative determination, and step S204 is then performed. In step S204, the navigation ECU 11 stores the status information "\$FF", which indicates that the request command is the information which cannot be recognized, in the RAM. In step S209, the "response command status determining routine" ends. On the other hand, when the request command is the information which can be recognized by the navigation ECU 11, the navigation ECU 11 makes an affirmative determination, and step S205 is then performed.

Page 33, replace the last paragraph with the following new paragraph:

In step S207, the navigation ECU 11 determines whether the gateway ECU 15 responds to the request command. When there is no gateway ECU 15 or when the gateway ECU 15 is not connected to the network built in the vehicle 10 and therefore the gateway ECU 15 does not respond to the request command, the navigation ECU 11 makes an affirmative a negative determination, and step S208 is then performed. In step S208, the navigation ECU 11 stores the status information "\$FD", which indicates that there is no gateway ECU 15 or that the gateway ECU 15 is not connected to the network, in the RAM. In step S209, the "response command status determining routine" ends. On the other hand, when there is the gateway ECU 15 and the gateway ECU 15 is connected to the network, the navigation ECU 11 makes an affirmative determination. In this case, since the status information is not output, the navigation ECU 11 and the gateway ECU 15 perform step S201 and the following steps again, and repeatedly perform these steps until the status information is output.

Page 35, replace the third paragraph with the following new paragraph:

In the center 20, in step C155, the control device 21 receives the failure information transmitted in step S155 or S156. Thus, the control device 21 can determine in which of the ECU among the ECUs 16, 17, 18 and 19 an abnormality has occurred, or whether an abnormality has occurred in the destination bus connecting the ECUs to each other. Then, the "communication abnormality diagnostic program" ends in step S156 C156.

Page 38, please replace the penultimate paragraph with the following new paragraph:

Also, collection of the failure information (diagnostic information) can be started when the user operates the reservation button ~~42b~~ 13b incorporated in the abnormality notification. Therefore, an intention of the user can be directly or indirectly reflected on the determination whether the failure information (diagnostic information) is to be transmitted.